

BookletChart™

Kiska Island and Approaches

NOAA Chart 16441

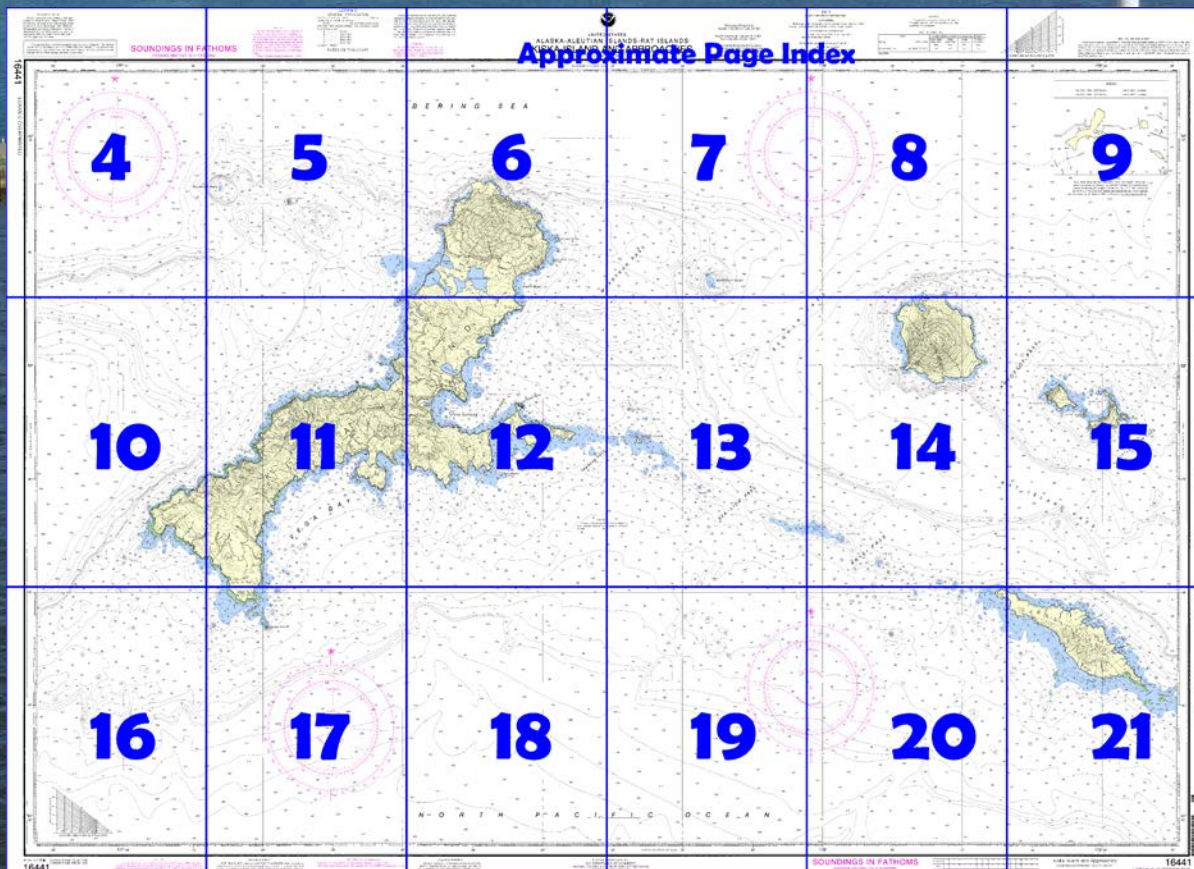


A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=16441>.



(Selected Excerpts from Coast Pilot)

Rat Island, 12 miles NW of Amchitka Island, is 8 miles long with a greatest width of 2 miles. The interior is rugged and mountainous, and the shores are rocky. Most of the N coast is precipitous and fringed with reefs; small islets and a reef extend 2 miles SE from **Ayugadak Point**, the E end of the island.

Ayugadak Point is a Steller sea lion rookery site. There is a 3-mile vessel exclusionary buffer zone around the rookery. (See 50

CFR 223.202, chapter 2, for limits and regulations.)

Gunners Cove, about midway along the N side of Rat Island, has depths of 1 to 12 fathoms, but is not suitable for anchorage. The bottom is

smooth rock and the wind funnels through the cove. A prominent 50-foot cataract is at the head of the cove.

Protection for small vessels in W weather is available off the entrance to Gunners Cove in 17 fathoms. Rocks and reefs on both sides of the cove restrict the swinging room. Larger vessels can anchor farther off the cove in 28 fathoms, sand bottom. The anchorage on the SW coast of Little Sitkin Island offers protection from NE weather.

Fair anchorage during S weather can be had 2 miles E of **Krysi Point**, the W end of Rat Island, in 28 fathoms. The slope between the 20- and 30-fathom curves is less abrupt at this anchorage than elsewhere along the N coast; however, the bottom is irregular inside the 20-fathom curve. A good anchorage in N and E weather is 1.2 miles offshore midway along the S coast of Rat Island in 17 to 25 fathoms. The anchorage is 0.8 mile NW of the offshore group of rocky islets, 20 feet high, that is the dominant feature along this coast. Approach the anchorage from the SW, passing 0.6 mile W of the islets.

Davidof Island, 7.5 miles N of Rat Island, is irregular in shape with a N-S length of 2 miles and a greatest width of 0.7 mile. The high point in the S part is 1,074 feet and the summit in the N part is 922 feet high. The projecting E point of the island is marked by a prominent cone-shaped grayish-tan summit.

Khvostof Island, 1 mile NW of Davidof Island, is 1.5 miles long and 0.8 mile wide. The interior is rugged and mountainous; the highest peak of 870 feet is in the W part. Prominent twin rock pinnacles are close off the N end of the island, and a low flat rock is 700 yards off the NW shore. A 1½-fathom shoal is 0.4 mile off the N point of the island.

The passage between Davidof Island and Khvostof Island is partially blocked by small and rugged **Pyramid Island**. The openings on either side of Pyramid Island are narrow and foul, and have extremely heavy kelp. The blocked passage helps protect **Crater Bay**, NE of Pyramid Island from SE to SW weather. Use of Crater Bay is restricted by a 2½-fathom shoal 0.6 mile N of Pyramid Island. The part of the bay between Pyramid Island and Davidof Island is clear but too deep for anchorage except close under the shore of Davidof Island, where small craft can find excellent protection. Small craft can also anchor, with limited swinging room, close under the NE shore of Khvostof Island. Large vessels can anchor, free from tidal current, just inside the 30-fathom curve midway between the N end of Khvostof Island and the knife-edged pinnacle off the N end of Davidof Island.

Khvostof Pass, between Khvostof Island and Segula Island, is deep and clear and may be navigated without difficulty. The pass is subject to heavy tide rips at strength of spring currents, especially with moderate breezes from any direction.

Segula Island, 10 miles NW of Rat Island and the most W of the group on the N side of Rat Island Pass, has a N-S length of 4 miles and an E-W width of 3.6 miles. The island is a lone crater-topped mountain, rising to 3,784 feet. A prominent deep fissure is on the S face of the mountain. Just W of the break is a broad, grassy slope that extends to the rocky bluff midway along the S shore.

Iron Point, on the SE corner of the island, is a narrow, grass-covered, rock bluff 72 feet high; foul ground, marked by kelp and a breaker, extends 500 yards from the point. **Gula Point**, the northernmost tip of the island, is low, narrow, and grass covered. A distinctive dark, round-topped hill is at the end of the long ridge E of the small cove on the N side of the island, W of Gula Point. The cove entrance is nearly closed by reefs.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

| | | |
|------------|------------------|----------------|
| RCC Juneau | Commander | |
| | 17th CG District | (907) 463-2000 |
| | Juneau, Alaska | |

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

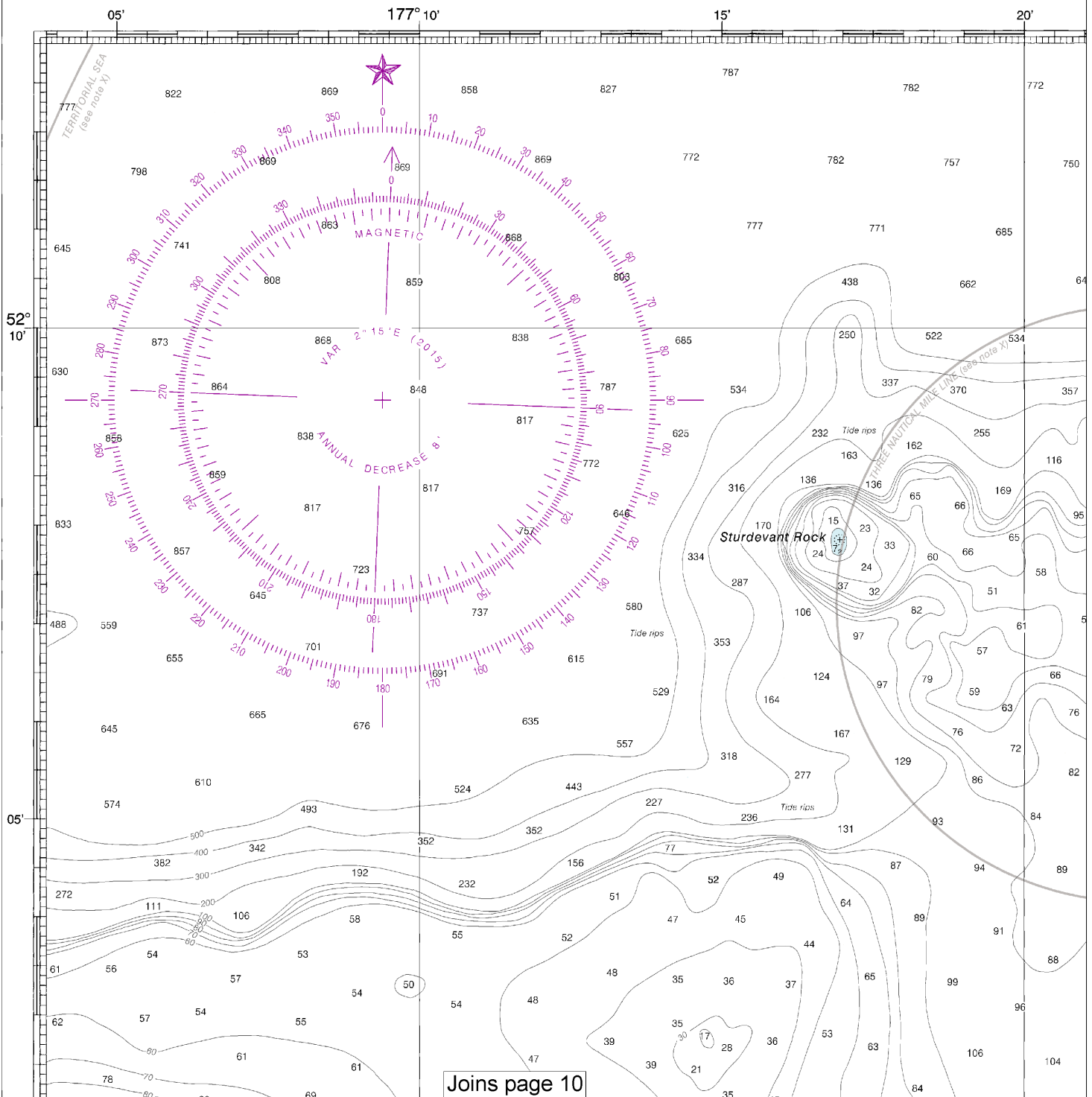
These volumes are available online at <http://www.navcen.uscg.gov>

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NOAA encourages users to submit inquiries, discrepancies or comments about this chart at <http://www.nauticalcharts.noaa.gov/staff/contact.htm>.

SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)



**CAUTION
UNEXPLODED ORDNANCE**

Mariners are cautioned against anchoring, dredging, or trawling in this area due to the possible existence of unexploded ordnance.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

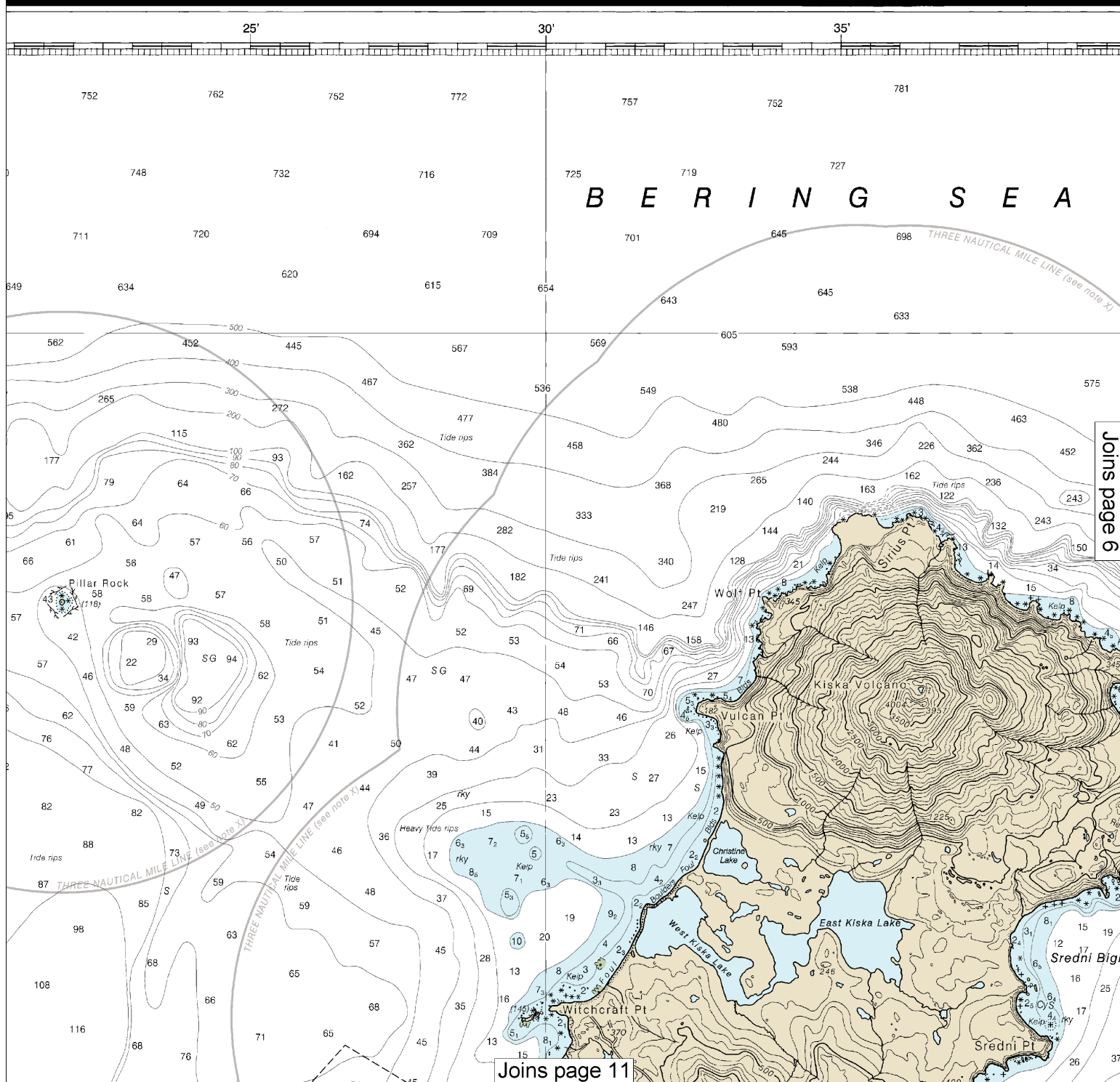
HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 5.655' southward and 10.264' westward to agree with this chart.

AREA TO BE AVOIDED (ATBA)

The entire area of this chart falls within an Area to be Avoided. All ships 400 gross tonnage and upwards solely in transit should avoid the Area. This Area is IMO-Adopted (MSC IMO SN.1/Circ.331); to be implemented at 0000 UTC, JAN 1, 2016.

KIS



Joins page 6

Joins page 11

This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:106666. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

5

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

HORIZONTAL DATUM

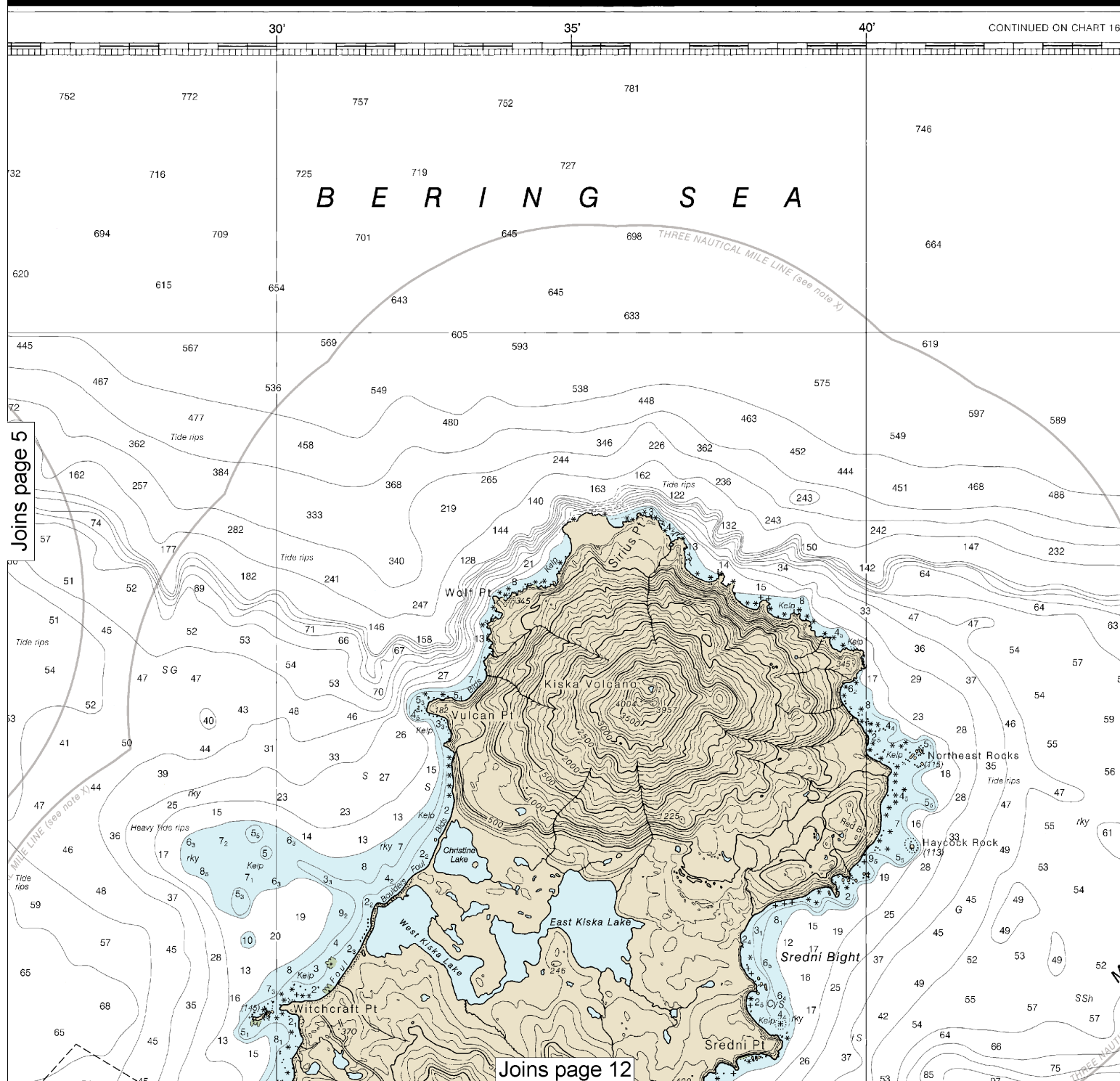
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 5.655" southward and 10.264" westward to agree with this chart.

AREA TO BE AVOIDED (ATBA)

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ALASKA-ALEUTIAN KISKA ISLAND

1st Ed., Mar



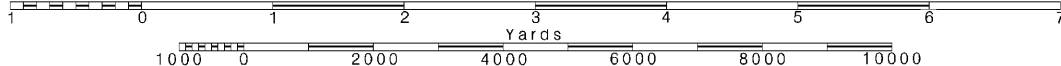
6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.





UNITED STATES LINE ISLANDS-RAT ISLANDS AND APPROACHES

May 1944 KAPP 2481

Mercator Projection
Scale 1:80,000 at Lat. 51°56'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

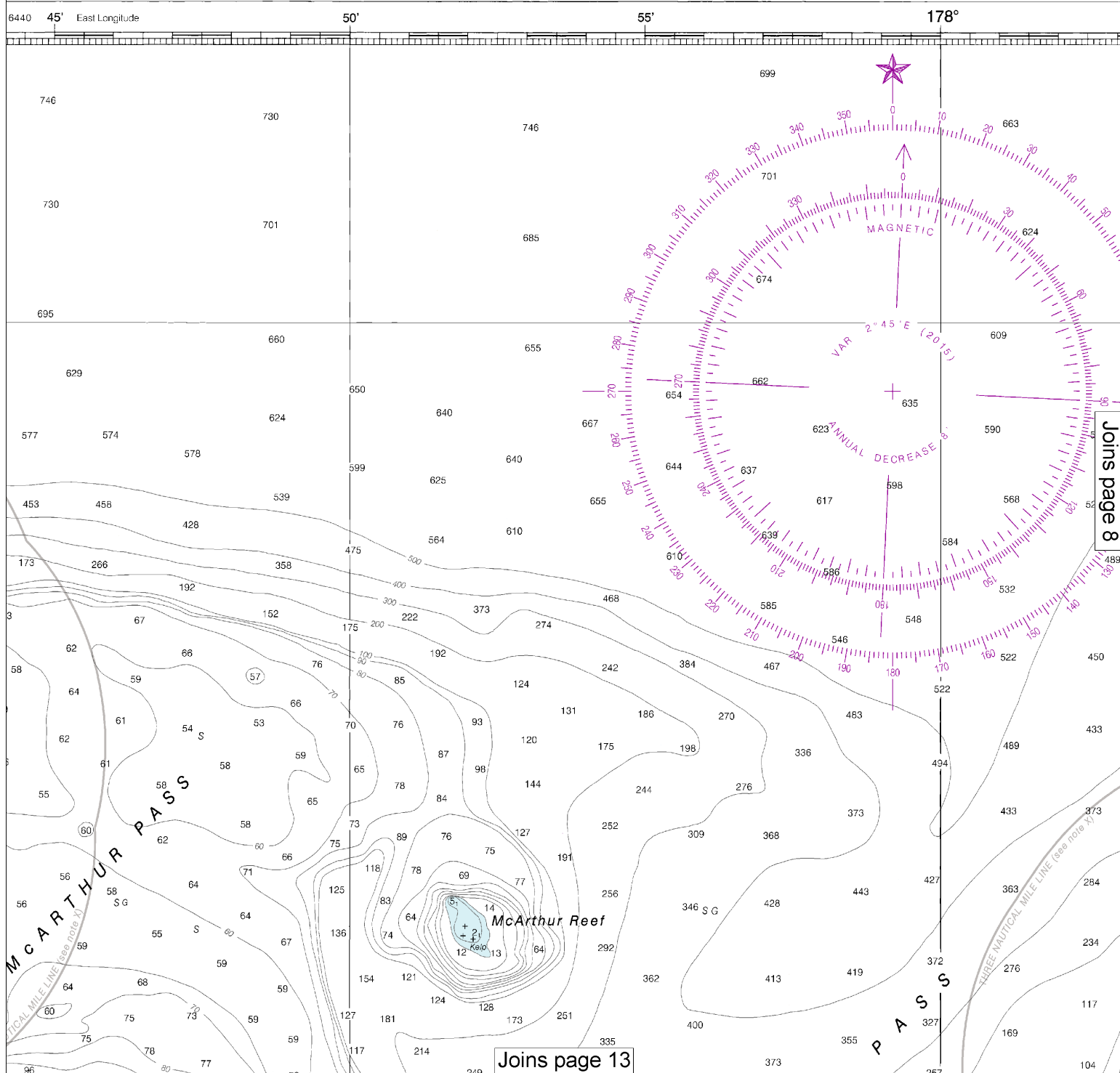
Additional information can be obtained at nauticalcharts.noaa.gov.

HEIGHTS
Heights in feet above

AUTHOR
Hydrography and topography by U.S. Coast Survey, with additional data from U.S. Navy Hydrographic Office

SUPPLEMENTAL
Consult U.S. Coast Survey for supplemental information
For Symbols and Abbreviations, consult U.S. Coast Survey

AIDS TO NAVIGATION
Consult U.S. Coast Survey for supplemental information
navigation.



9th Ed., Apr. 2015. Last Correction: 5/27/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 4916 (12/3/2016), CHS: 1116 (11/25/2016)

7

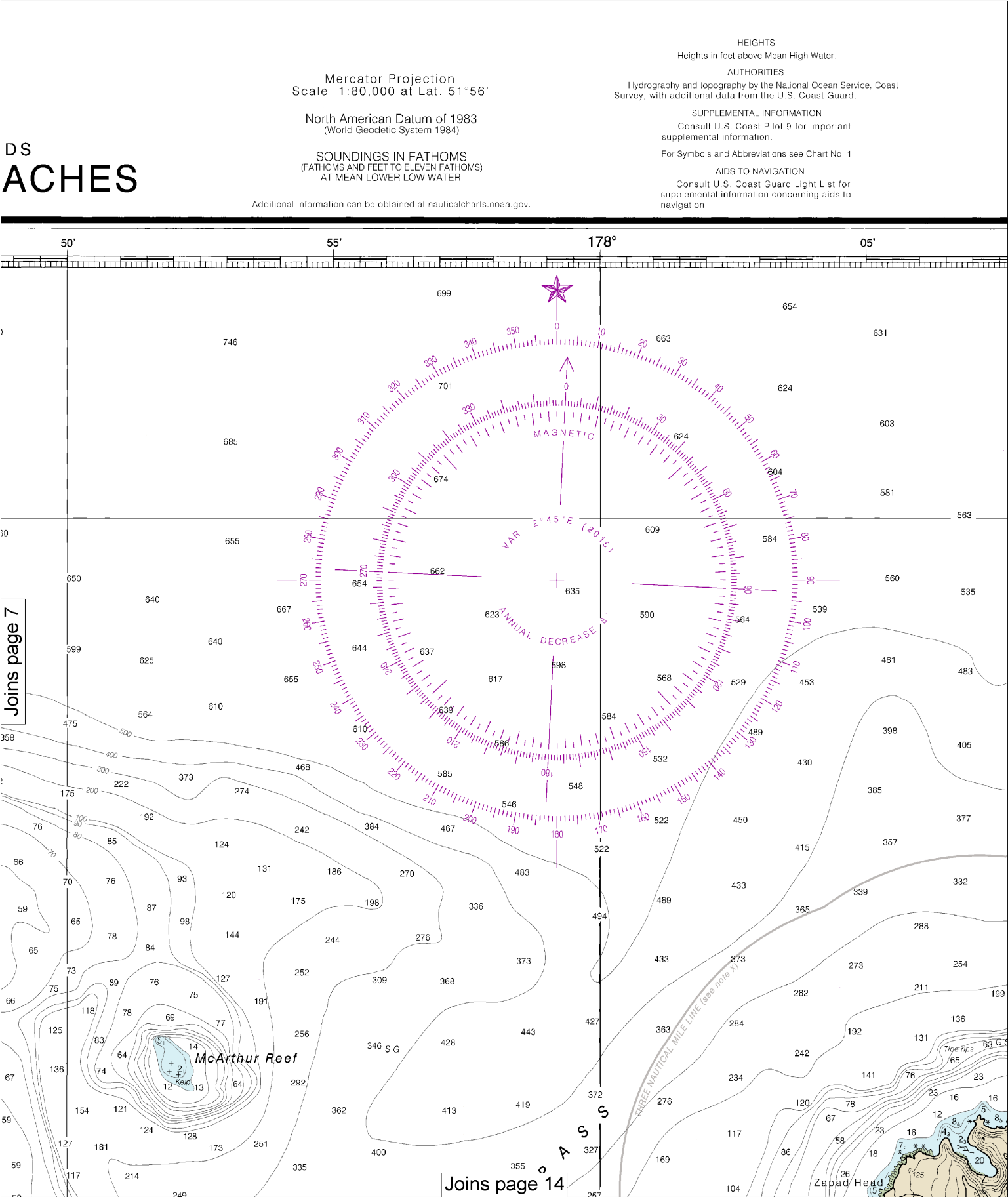
DS
ACHES

Joins page 7

Joins page 14



Note: Chart grid lines are aligned with true north.



Mercator Projection
Scale 1:80,000 at Lat. 51°56'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

HEIGHTS
Heights in feet above Mean High Water.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard.

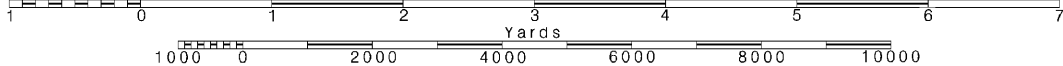
SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 9 for important supplemental information.
For Symbols and Abbreviations see Chart No. 1

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.



CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

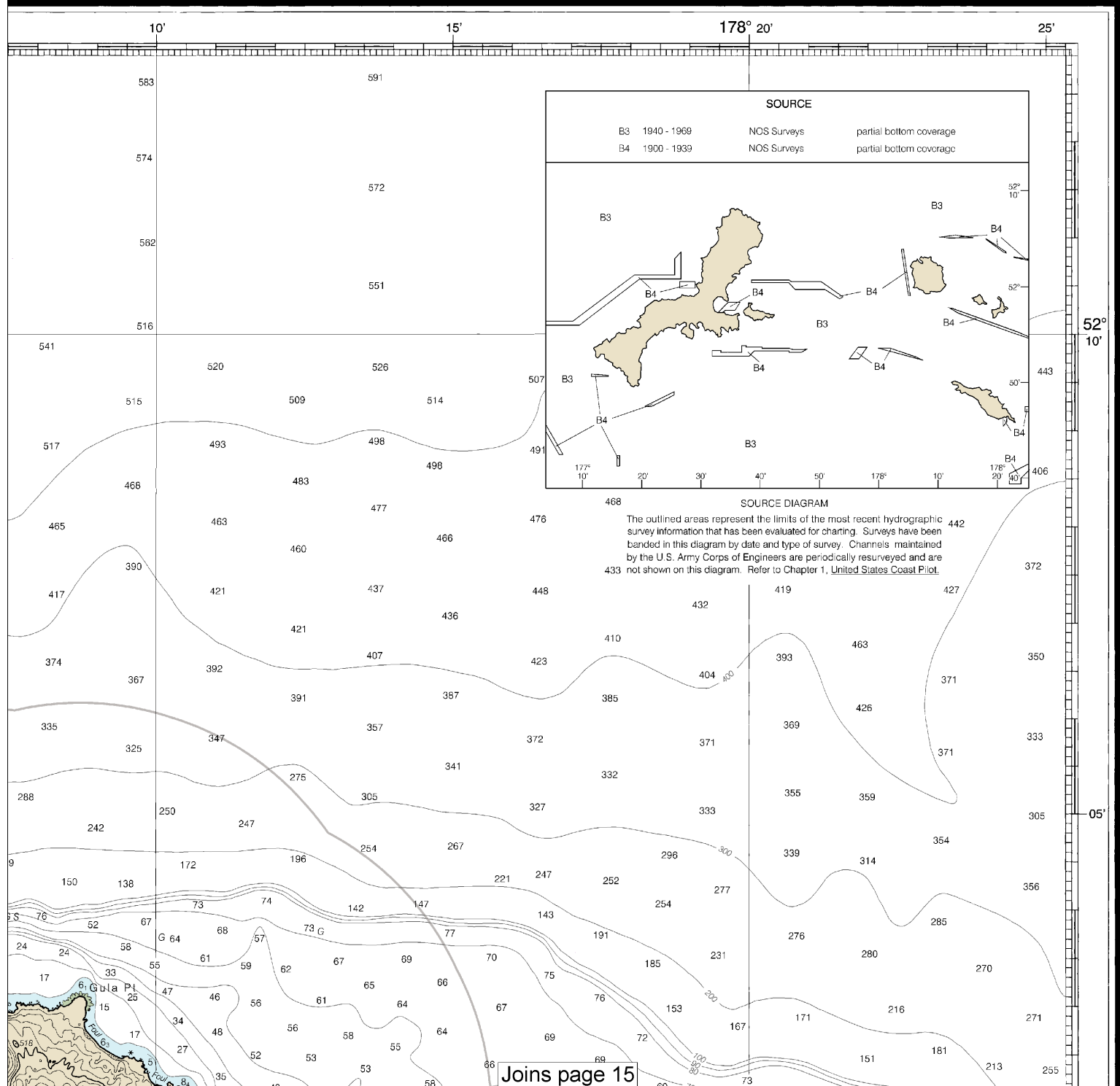
TIDAL INFORMATION

| PLACE | Height referred to datum of soundings (MLLW) | Mean Higher High Water | Mean High Water | Mean Low Water |
|------------------|--|------------------------|-----------------|----------------|
| Kiska Harbor, AK | (51°59'N/177°33'E) | feet 3.6 | feet 3.2 | feet 1.2 |

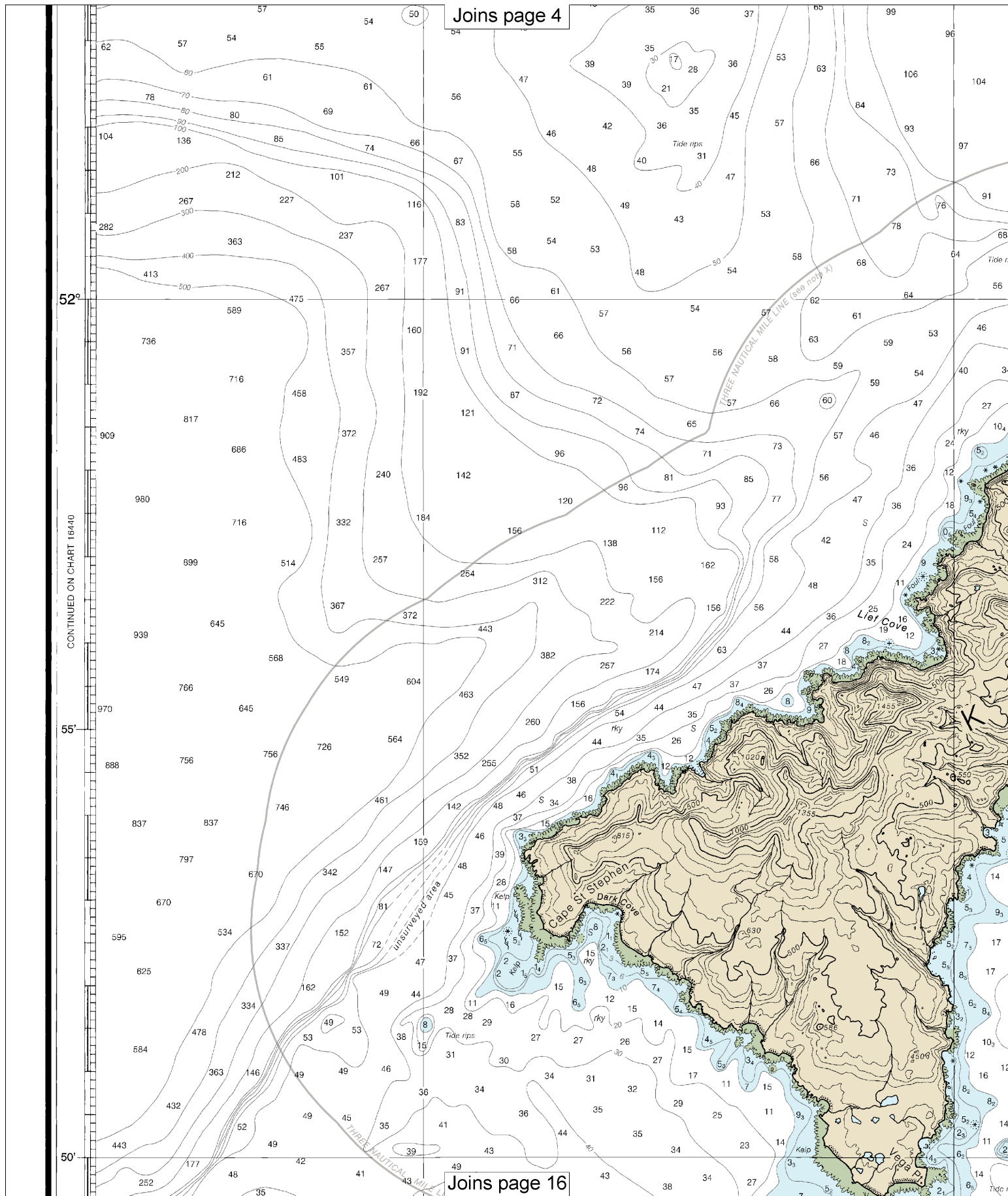
Dashes (- -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov> (Feb. 2015).

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.



Joins page 15



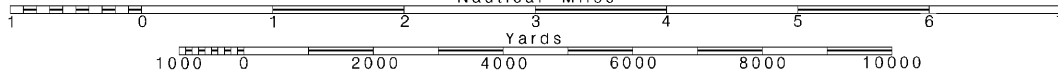
10

Note: Chart grid lines are aligned with true north.

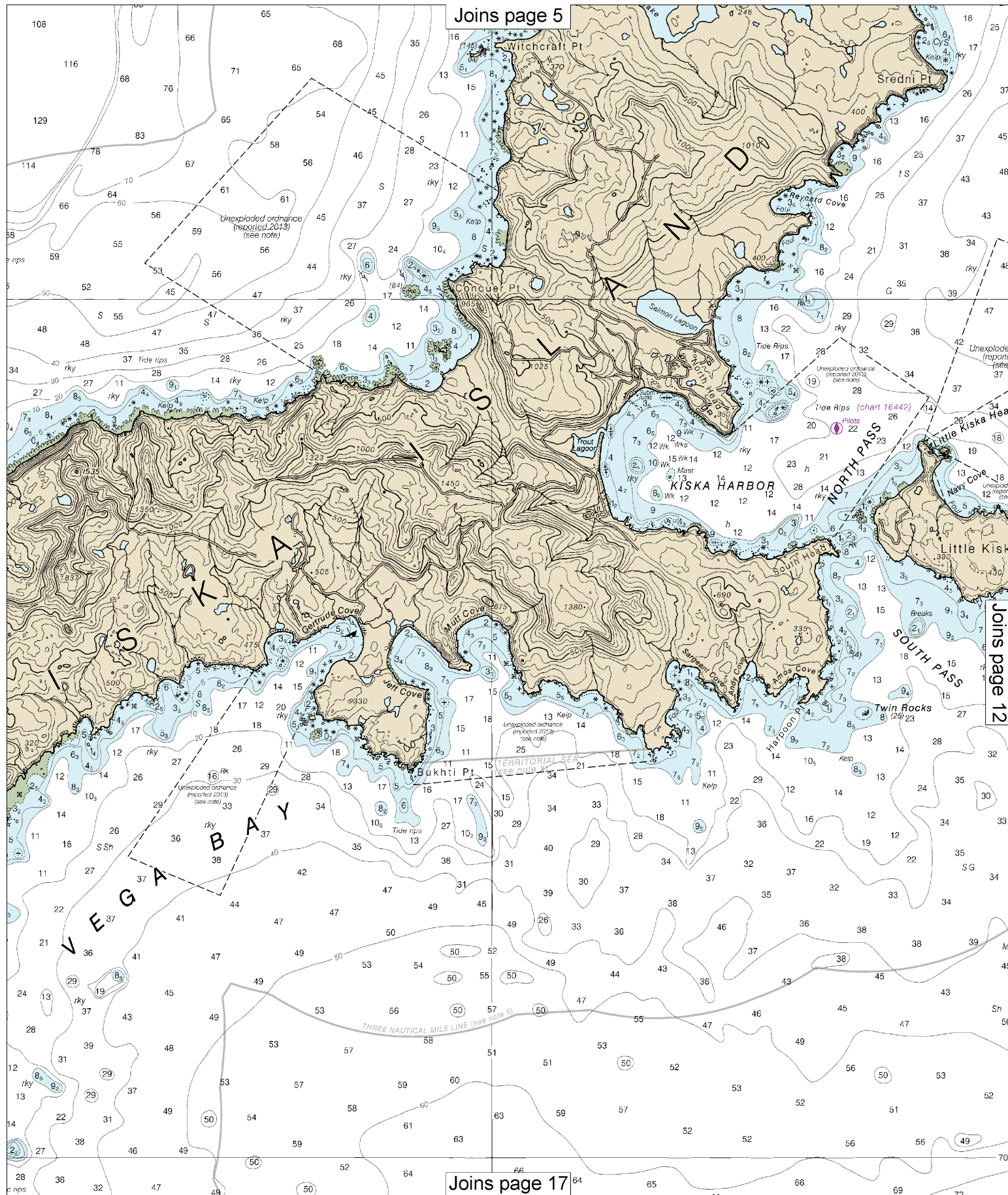
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SCALE 1:80,000
Nautical Miles

See Note on page 5.

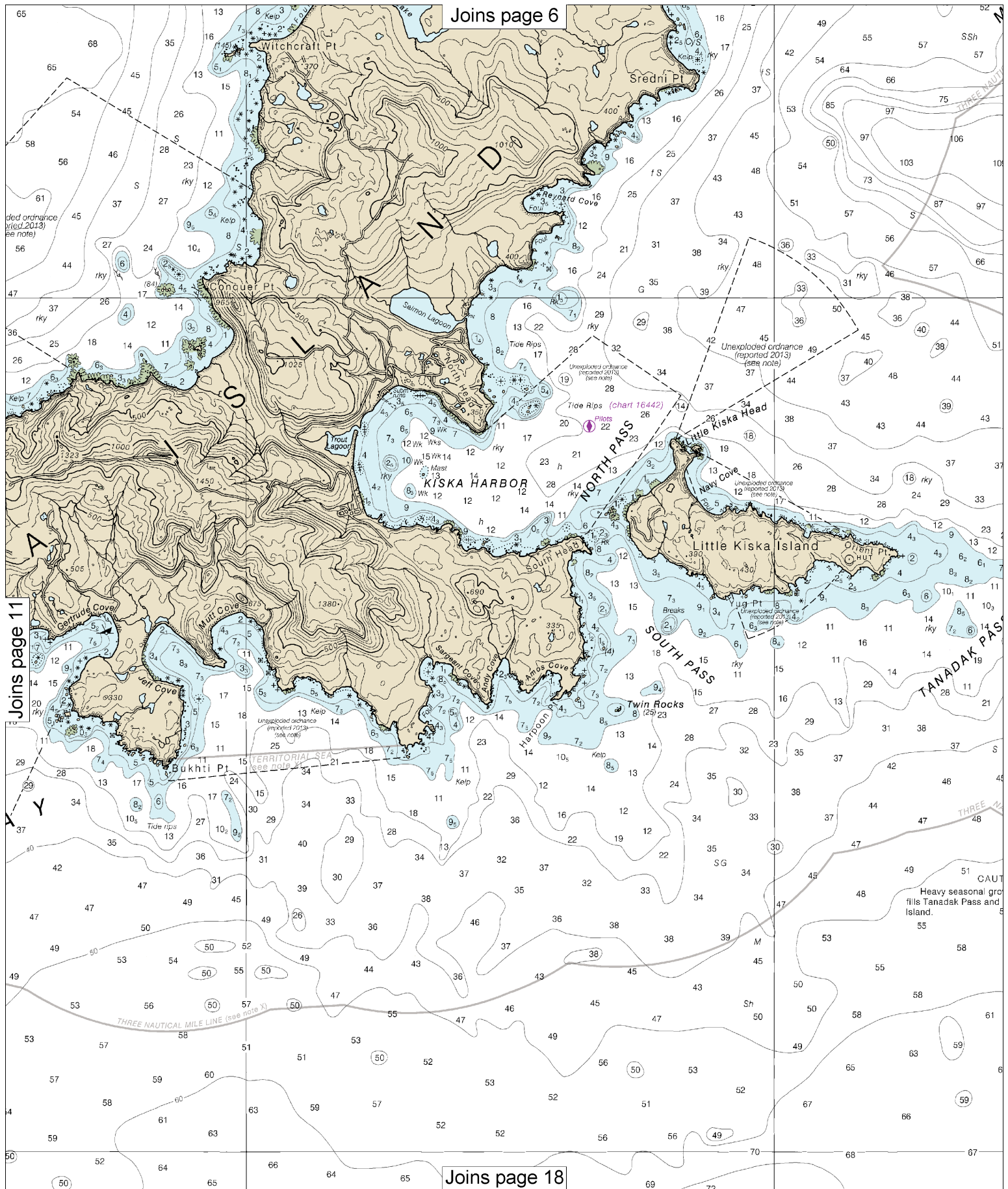


Joins page 5



Joins page 12

Joins page 17



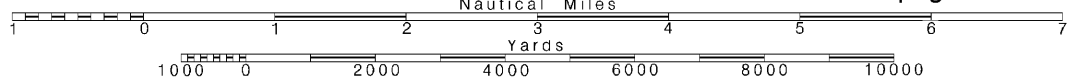
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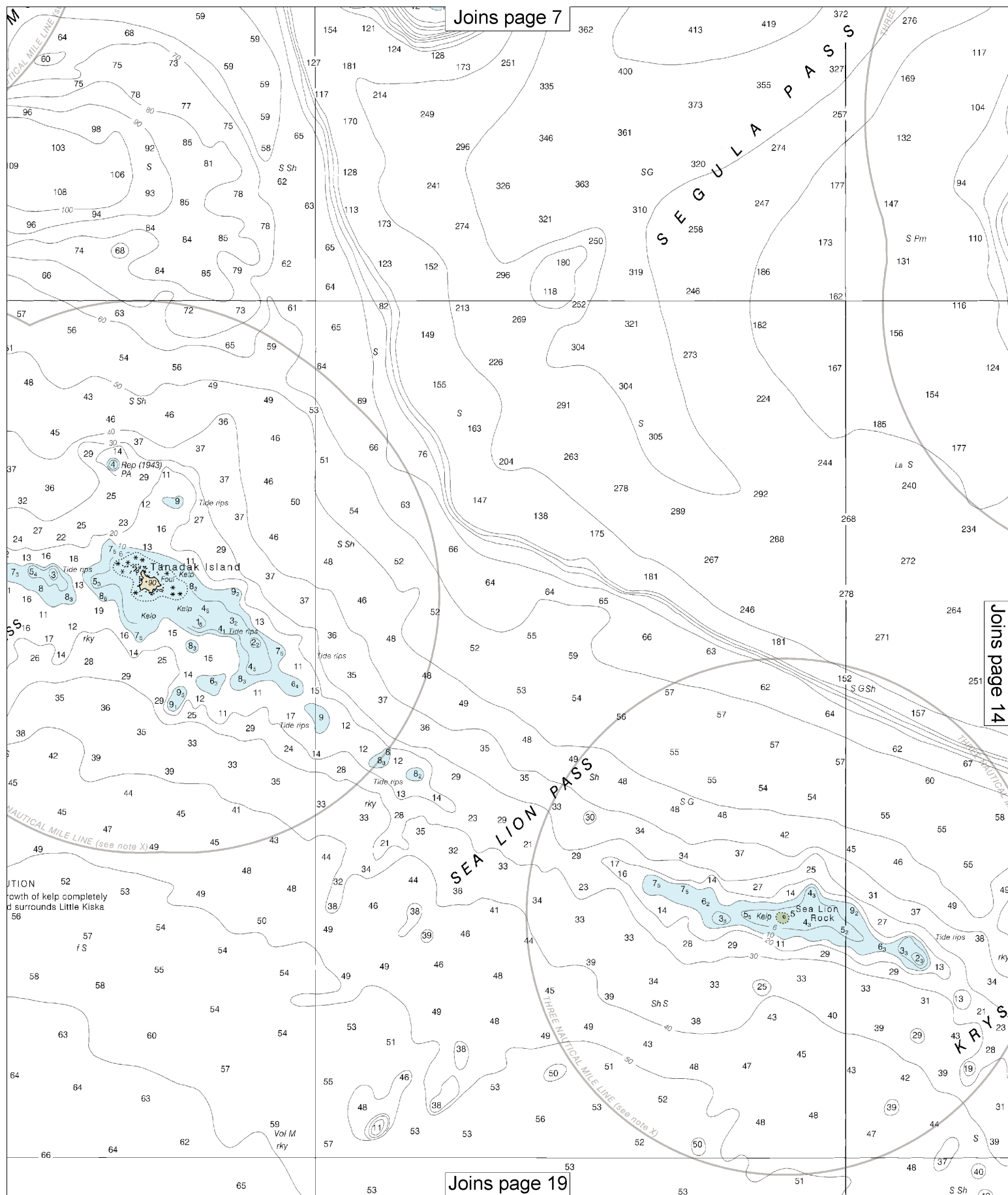
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

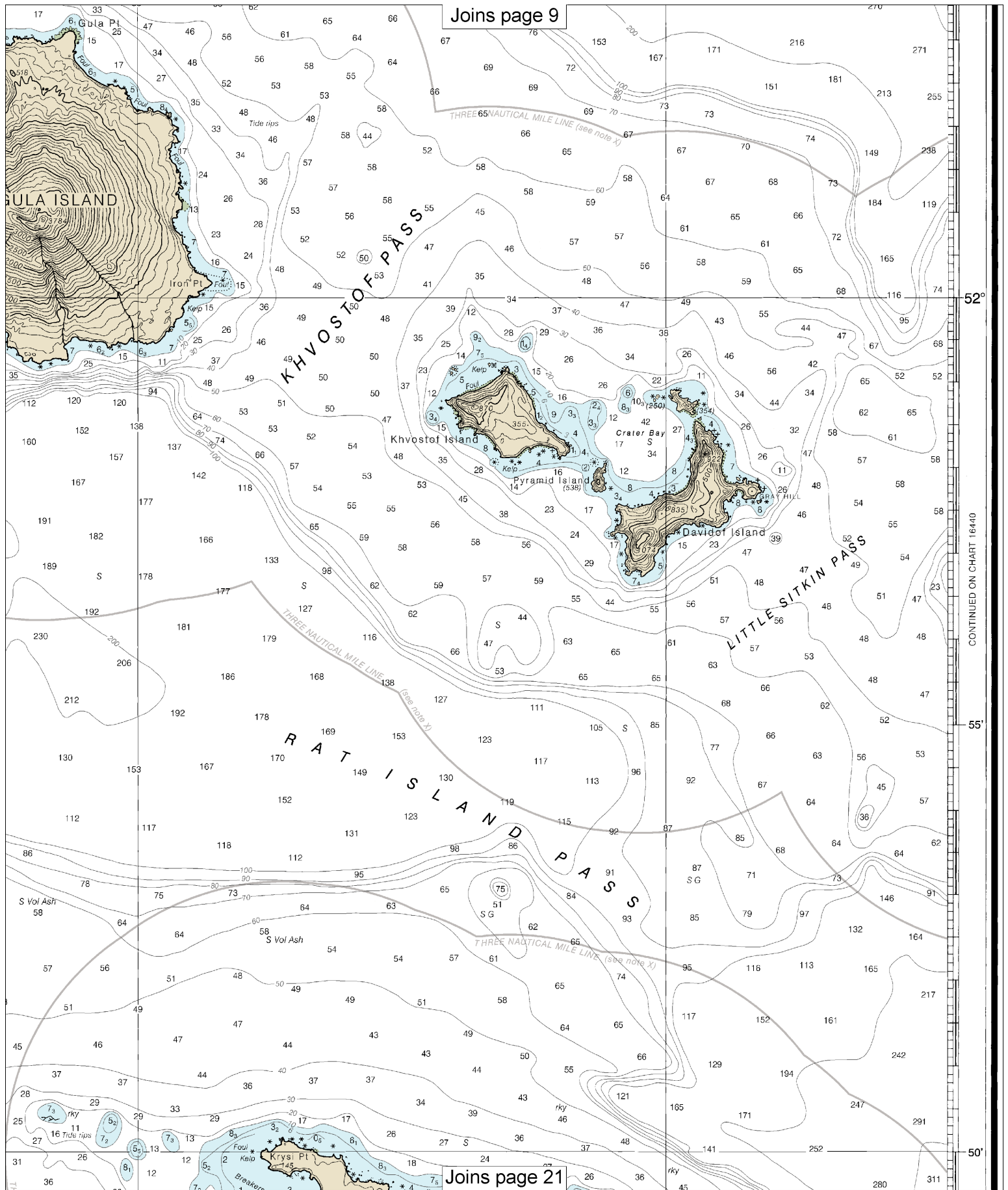
SCALE 1:80,000
Nautical Miles

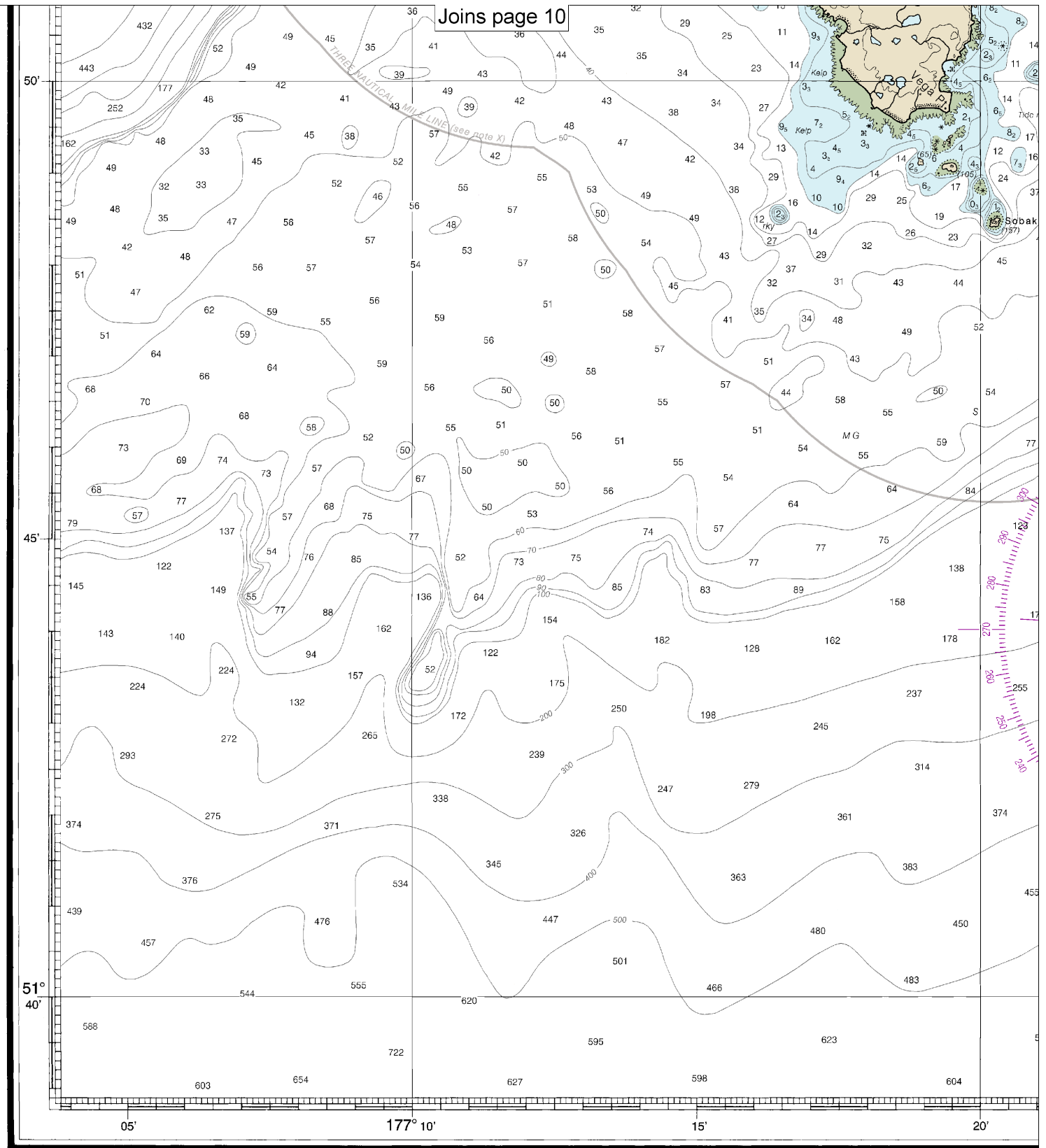
See Note on page 5.





This nautical chart depicts the Sea Lion Pass and Krysik Pass area. The chart is divided into three sections: 'Joins page 8' at the top, 'Joins page 13' on the left, and 'Joins page 20' at the bottom. The chart shows depth contours, navigational hazards, and geographical features. Key locations include Sea Lion Pass, Krysik Pass, and the Sea Lion Rock. The chart includes a scale bar and a compass rose.





16441

9th Ed., Apr. 2015. Last Correction: 5/27/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 4916 (12/3/2016), CHS: 1116 (11/25/2016)

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

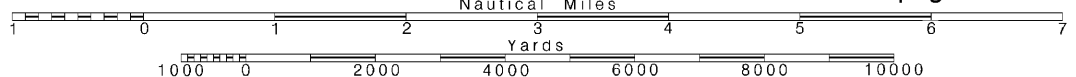
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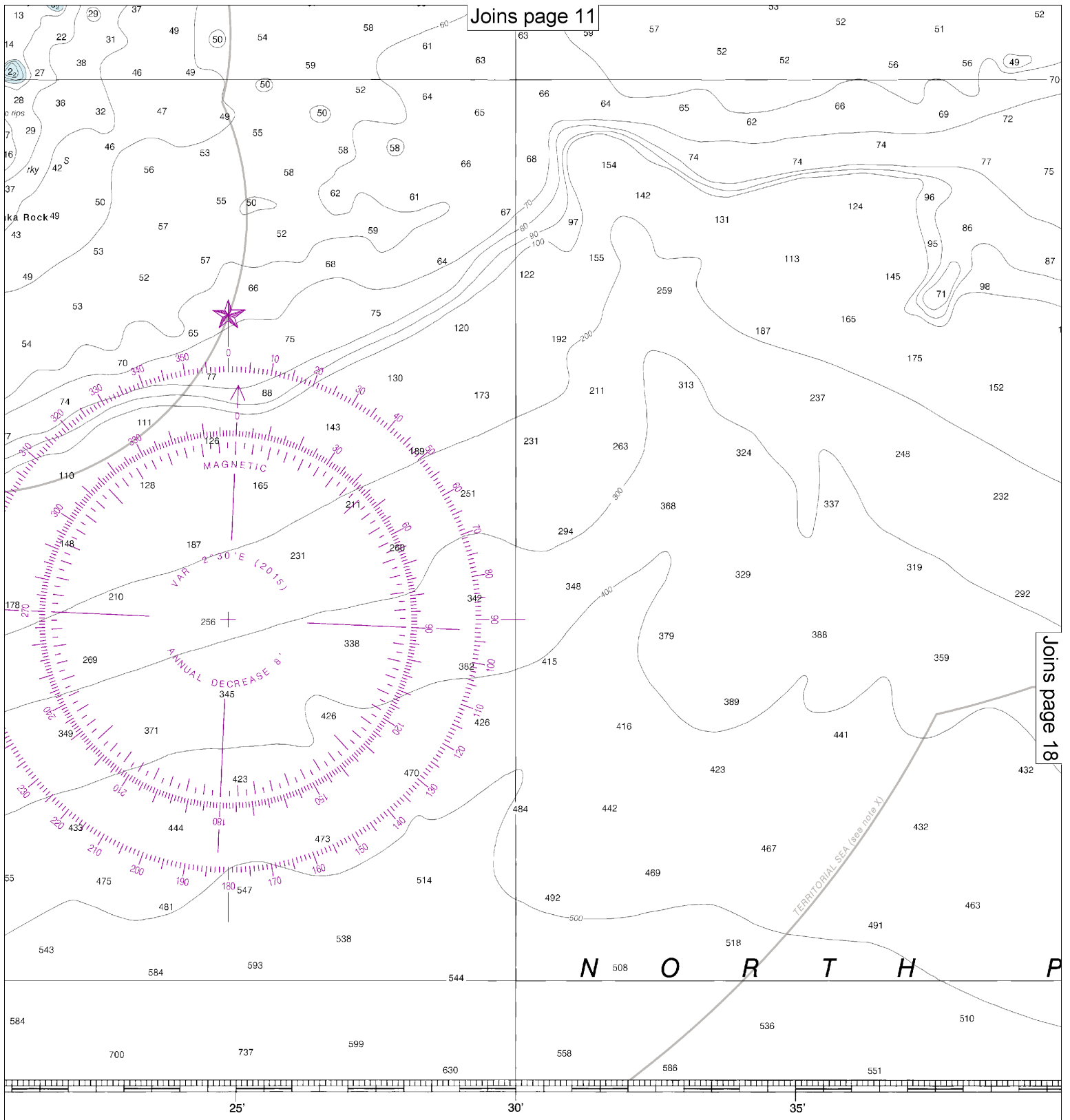
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

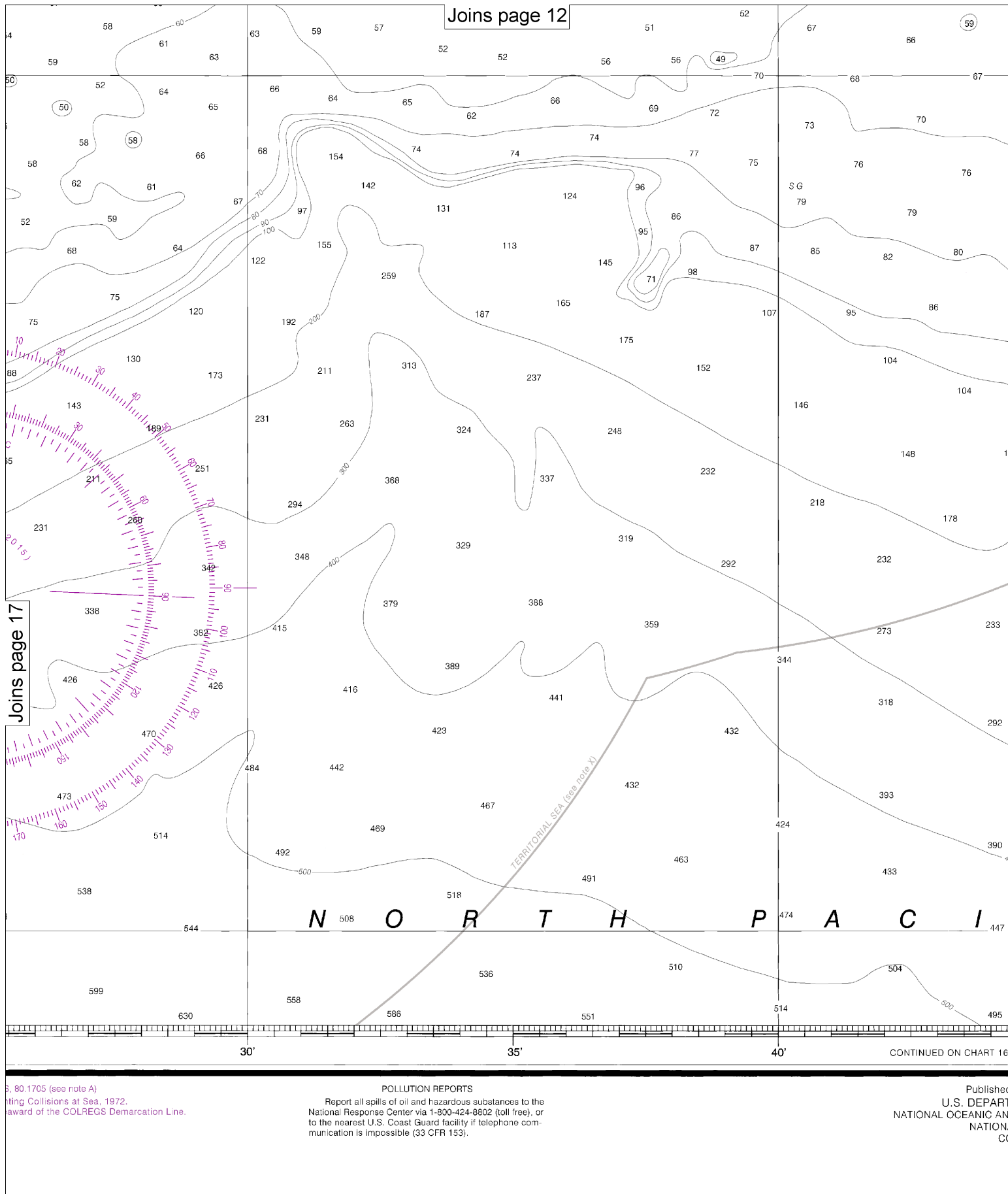
See Note on page 5.





COLREGS, 80.1705 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the
National Response Center via 1-800-424-8802 (toll free), or
to the nearest U.S. Coast Guard facility if telephone com-
munication is impossible (33 CFR 153).



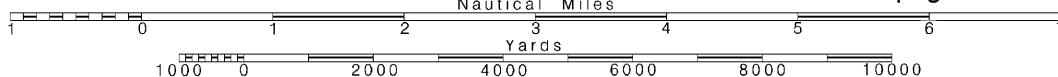
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Note: Chart grid lines are aligned with true north.

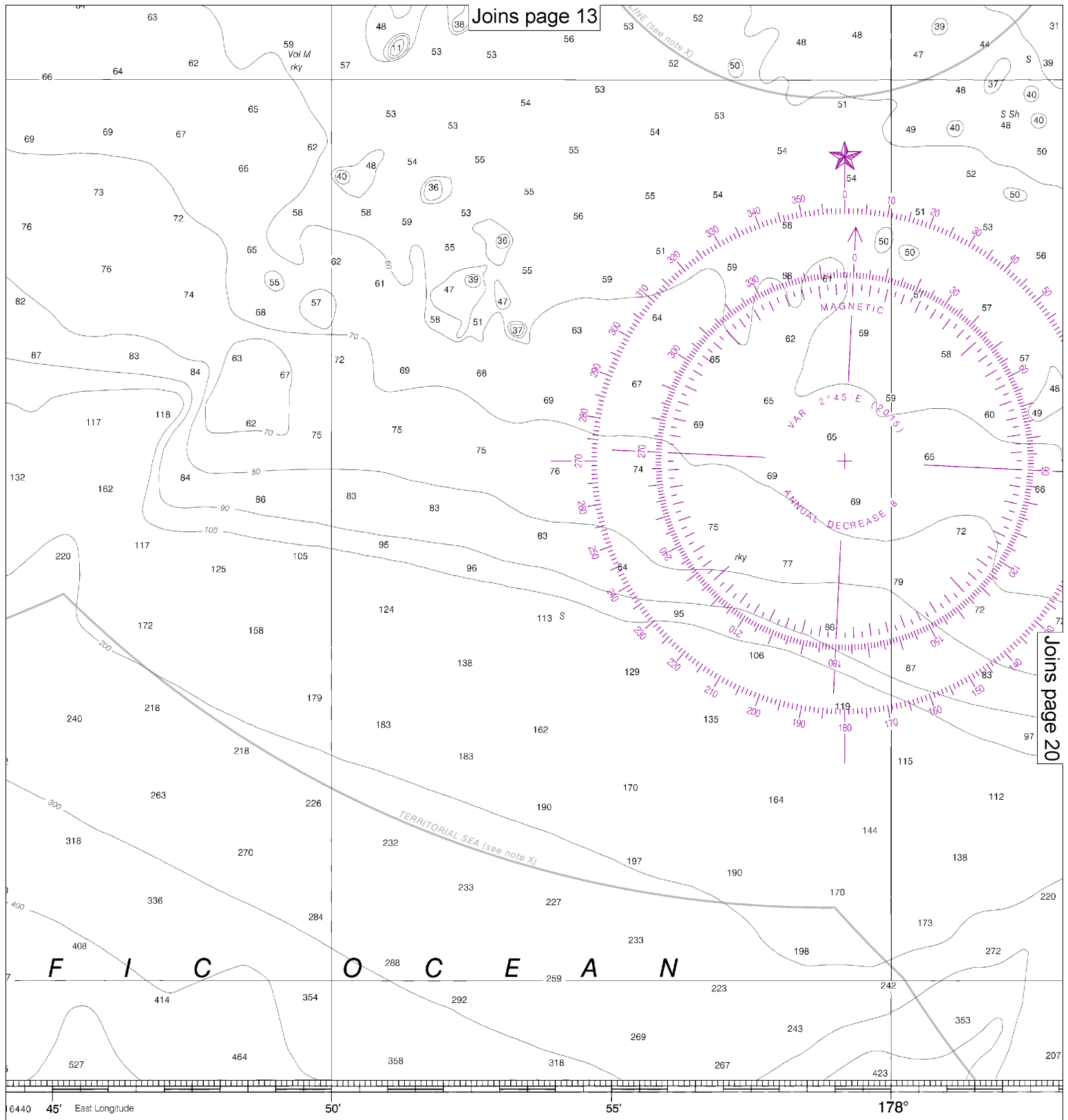
Printed at reduced scale.

SCALE 1:80,000
 Nautical Miles

See Note on page 5.



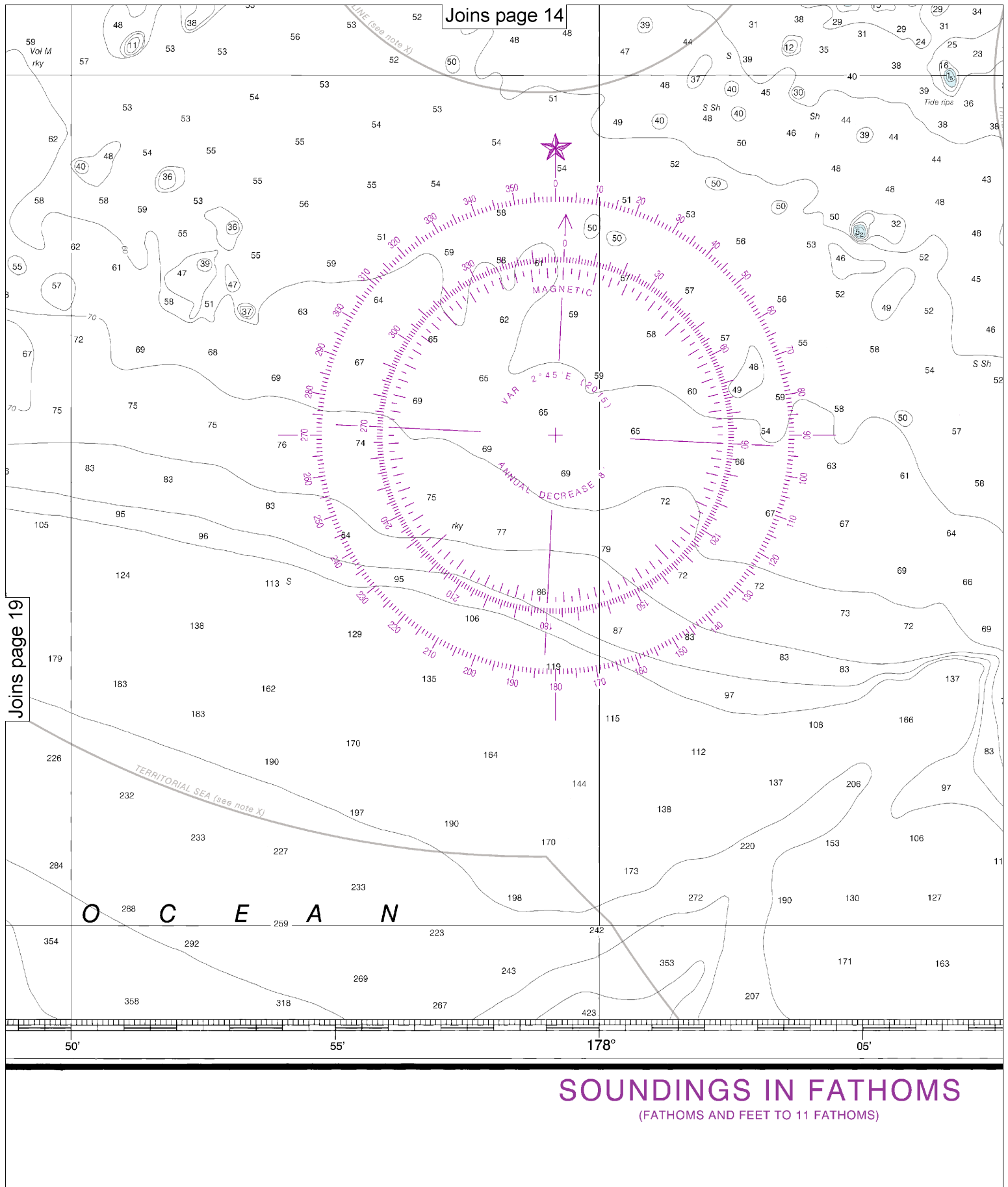
Joins page 13



Joins page 20

ed at Washington, D.C.
RTMENT OF COMMERCE
IND ATMOSPHERIC ADMINISTRATION
NAL OCEAN SERVICE
COAST SURVEY

SOUNDINGS
(FATHOMS AND FEET)



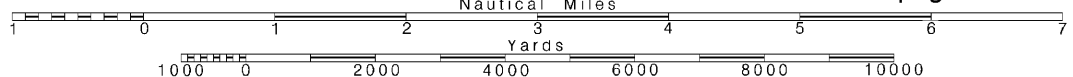
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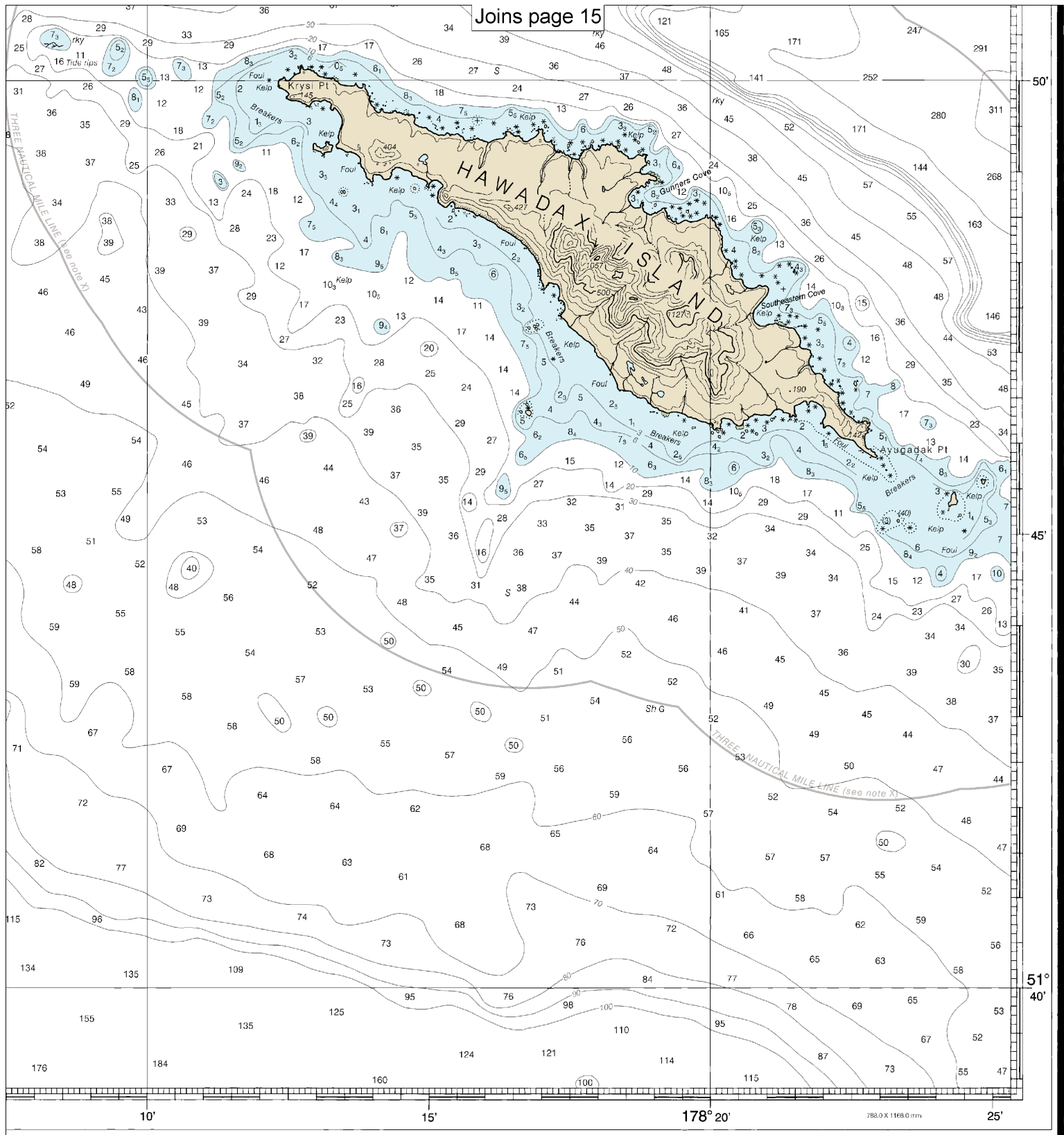
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.





Joins page 15

Kiska Island and Approaches
SOUNDINGS IN FATHOMS - SCALE 1:80,000

16441

| FATHOMS | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 |
|---------|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|
| FEET | 6 | 12 | 18 | 24 | 30 | 36 | 42 | 48 | 54 | 60 | 66 | 72 | 78 | 84 | 90 | 96 | 102 |
| METERS | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 |



EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

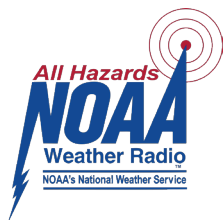
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

Quick References

| | | |
|---|---|---|
| Nautical chart related products and information | — | http://www.nauticalcharts.noaa.gov |
| Interactive chart catalog | — | http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml |
| Report a chart discrepancy | — | http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx |
| Chart and chart related inquiries and comments | — | http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs |
| Chart updates (LNM and NM corrections) | — | http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html |
| Coast Pilot online | — | http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm |
| Tides and Currents | — | http://tidesandcurrents.noaa.gov |
| Marine Forecasts | — | http://www.nws.noaa.gov/om/marine/home.htm |
| National Data Buoy Center | — | http://www.ndbc.noaa.gov/ |
| NowCoast web portal for coastal conditions | — | http://www.nowcoast.noaa.gov/ |
| National Weather Service | — | http://www.weather.gov/ |
| National Hurricane Center | — | http://www.nhc.noaa.gov/ |
| Pacific Tsunami Warning Center | — | http://ptwc.weather.gov/ |
| Contact Us | — | http://www.nauticalcharts.noaa.gov/staff/contact.htm |



— For the latest news from Coast Survey, follow **@NOAAcharts**



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.